

1 Q. Approximately how many involved cracked
2 flywheel housings?

3 A. I believe some of the documents indicated
4 that approximately 100, 110 flywheel
5 housings were replaced. Some of the
6 documents indicated that.

7 Q. So is that your best estimate of the number
8 of cracked flywheel housings that were
9 identified in those documents?

10 A. No. As I said, the reports from Mr. Bowes
11 is confusing on that point and kind of
12 casts out -- I shouldn't say that. It
13 puzzles me as to exactly how many flywheel
14 housing failures there were.

15 Q. I'll return to my question, sir. Based on
16 your review of documents in this case, what
17 is your understanding of the total number
18 of cracked flywheel housings that occurred
19 on C-10 or C-12 engines?

20 A. To answer that question, I would have to
21 look at the documents again. I don't have
22 a number off the top of my head.

23 Q. Not even an estimate?

24 A. Not off the top of my head.

1 Q. Are those documents with you today?

2 A. I didn't bring any documents myself. I
3 thought all the documents would be here.

4 Q. Consequently, you can't look at them?

5 MS. REIMER: For the
6 record, these are documents that were
7 produced in discovery by Caterpillar that
8 we presumed you had in your office and it
9 wasn't necessary to bring a freight truck
10 to bring all documents with us. These were
11 documents that were produced by
12 Caterpillar.

13 MR. GRUNERT: And they were
14 subpoenaed, and there was no objection to
15 their production.

16 MS. REIMER: We certainly
17 didn't interpret the subpoena to require us
18 to bring documents that you already have in
19 your possession that you produced.

20 MR. GRUNERT: We will move
21 along and raise it with the Judge.

22 MR. SAMITO: Do you have
23 documents 1 through 4014. If you have them
24 here, he can start doing that.

1 MR. GRUNERT: I'm
2 interested in what --

3 THE WITNESS: Can I see the
4 subpoena, please. I thought it said
5 something that I can't find right now.
6 That's fine.

7 Q. Do you have an estimate as to how many of
8 the C-10 and C-12 flywheel housing failures
9 that have occurred involved fracture of the
10 flywheel housing-to-engine block bolts?

11 A. Flywheel engine housing-to-engine block
12 bolts?

13 Q. Do you have an estimate as to how many of
14 the C-10 and C-12 flywheel housing failures
15 that have occurred have involved fractures
16 of the flywheel housing-to-engine block
17 bolts?

18 A. Again, the question is for Trans-Spec or --

19 Q. All C-10 and C-12 engines.

20 A. I don't know. I don't recall that
21 information.

22 Q. Do you know from any source approximately
23 what percentage of C-10 and C-12 engines
24 have experienced one or more flywheel

1 housing failures?

2 A. Again, that's the number that is in
3 Mr. Valbert's report that is confusing to
4 me. It appears to be inconsistent
5 internally.

6 Q. Regardless of your comments about
7 Mr. Valbert or Mr. Bowes' report, I'm
8 asking what you know, sir?

9 A. I know Mr. Bowes' report.

10 Q. Other than what Mr. Bowes knows, you don't
11 have any information with respect to the
12 percentage of C-12 flywheel housings that
13 have failed?

14 A. I have the information that Mr. Bowes
15 relied on. I don't know what Mr. Bowes
16 relied on, but I have the information that
17 was produced that seems to parallel what
18 Mr. Bowes said.

19 Q. What do you infer from that information as
20 to the percentage of C-12 engines that have
21 experienced flywheel housing failures?

22 A. I can't tell that you. As I said, it's
23 inconsistent.

24 Q. Have you attempted to determine whether